

MOTOR RACING

and
ECONOMY CAR NEWS

5th Year — No. 11 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

APRIL 1-8, 1960

25c

Happy Sebring Victors...



BELGIUM'S OLIVIER GENDEBIEN (left) and Germany's Hans Hermann pose with the huge trophy and a bottle of champagne after they raced to victory in the Sebring 12-hour sports car endurance race, March 26. It was the second straight Sebring triumph for Gendebien, who won

last year with America's Phil Hill, Chuck Daigh and Dan Gurney in a Ferrari. This time, the Belgian star and Hermann piloted a silver gray little Porsche RS-60 to victory. (UPI Telephoto). Inset: The winning Porsche at speed. (MOTORACING photo by Henry N. Manney III).

Shelby Riverside Race Victor

New Regime Set At Riverside

New owners took over the 3.275-mi. Riverside Intl. Raceway last week. They are driver Dean Mears, car dealer Roy G. Lewis and two attorneys, Donald Ford and Ernest Johnson. Mears, general manager, said Steve Mason handles public relations temporarily.

Plans call for a Formula 1 race this fall, and later extending the course to five miles and building permanent pits, garages and clubhouse.



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Von Trips First In Ferrari

SYRACUSE, Sicily, March 19—The only Ferrari entered, driven by Germany's Wolfgang von Trips, won the 191-mi. 10th GP of Syracuse in 1h53m45s for a 100.874 mph average.

Then came Maurice Trintignant, Cooper, 1h54m4s; Innes Ireland, Lotus; Paul Frere, Cooper; Jean Schlesser, Cooper; Olivier Gendebien, Cooper; Harry Schell, Cooper.

Porsches 1-2 at Sebring



LONGSHOT WINNER — Here is the little 1587cc Porsche that is being hailed the world over for its tremendous victory March 26 in the championship 12-hour sports car endurance race at Sebring, Fla. The car, a new RS-60, was driven by Olivier Gendebien of Belgium, and Hans Hermann of Germany, who is behind

the wheel here. Racer also was a class winner and was nudged out for index. It averaged 84.927 mph and covered 1019.2 miles. Another RS-60 (1498cc) placed second. (MOTORACING photos by Henry N. Manney III).

Gendebien, Hermann Victorious

BY HENRY N. MANNEY III
MOTORACING Staff Writer

SEBRING, Fla., March 26 —

Porsche fulfilled the promise it showed in last year's Targa Florio, Sebring, and the TT, plus 1958 Le Mans, by outlasting strong Maserati, Ferrari and Corvette contingents to take the 10th Sebring Twelve Hours.

Driving the new, bigger 1587cc RS-60s (four inches longer, five

Chart, other stories & more photos Pages 3-4-5.

inches wider), GT specialist Olivier Gendebien of Belgium, 36, and Porscheist Hans Hermann of Germany, 32, led teammates Bob Holbert, Roy Schechter and Howard Fowler over the line at 10 p.m. The winners covered 196 laps - 1019.2 miles — nine tours more than the second Porsche. Third went to Pete Lovely, Seattle and LA's Jack Nethercutt in a 3-liter Ferrari (186 laps).

The leaders were dogged, as at Le Mans, by a herd of Ferrari coupes, which to the naked eye seemed to be GTs but were forced to run in the sports category inasmuch as some had disc brakes (introduced last spring sometime) or short chassis (introduced at the Paris show).

Fourth went to Ed Hugus — Augie Pabst, Ferrari (185 laps), and fifth to George Reed — Alan Connell, Ferrari (185 laps).

Ferrari GT Victor

The first actual GT was the Ferrari California convertible of Georgio Scarlatti and Barove Fabrizio Serena. The first Stuttgart car slowed down just a little bit at the end due to its lead and as a result was robbed of the index of performance prize by John Bentley's and Jack Gordon's 750 Oscar by a scant .0006 of a point. All this was figured out by IBM electrically fresh from Squaw Valley, including the winning race speed of

(Continued on Page 4)

Von Dory Killed at Riverside

RIVERSIDE, Calif., April 3 — Lean, veteran Carroll Shelby, 37, of Dallas, drove a 2.8 birdcage Maserati to victory here today in the 200-mile LA Examiner-Herald Express International sports car race that was marred by the death of Count Pedro Von Dory, 41, a Hungarian from Argentina.

Some 65,000 fans saw Shelby cover 62 laps over the 3.275-mile course in 2h19m12s for an 87.5mph average. He won in the Camoradi team car by 72 seconds over Ken Miles, Hollywood, Porsche RS-60.

Then came: 3. Pete Lovely, Seattle, 3.0, Ferrari; 4. Dick Morgensen, Phoenix, 3.0, Ferrari; 5. Russell Cowles, No. Hollywood, 3.0 Ferrari; 6. Jack Brabham, Australia, Cooper Monaco; 7. Bill Dixon, Canoga Park, Calif., 3.0 Maserati; 8. Don Wester, Monterey, Calif., Porsche RS; 9. D.D. Michel-

(Continued on Page 5)

NEXT ISSUE

Next issue of MOTORACING will carry complete story and photo coverage of the Riverside race won by Carroll Shelby. Watch for it.



GRAND TOURING WINNER — THE SCARLATTI - SERENA 3-LITER FERRARI

Vignettes

By Gus V. Vignolle

- FIA OPPOSITION
- NO MORE PAYOLA
- RACE PILOT SHOT

THE DISSATISFACTION with, and lambasting of, FIA far and wide has reached the open, seething revolt stage among the British. The beef has long been over the 1961 designation of 1500cc from 2.5 liters for FI.

English car builders, drivers and

(Continued on Page 3)



INDEX OF PERFORMANCE WINNER — THE BENTLEY - GORDON 750 OSCA

Parsons Wins At Stockton

BY BILL FINEFROCK
Special to MOTORACING

STOCKTON, Calif., March 27—A potent two-liter Ferrari engine encased in a Lotus chassis provided Monterey's Charles Parsons with the winning mount at the eighth annual Stockton road races.

The Ferrari-Lotus, built by J. P. Kunstle, carried the Monterey auto dealer to victory on a rain soaked 2.7-mile course ahead of a field of much larger cars. Parsons covered 63.3 miles in slightly less than one hour for an average speed of 63.4-mph.

Another Monterey man, Don Wester, aboard a Porsche RS, outdistanced Charles Howard in Rod Carveth's Aston-Martin DB after the latter began to miss late in the race.

The slippery course was unsuitable for the big bore machinery; Lister-Jaguars driven by Jack Dalton and Dave Ridenour were unable to get the necessary traction to keep up the pace. Both spun when their drivers put their foot down on the go pedal. Ridenour finally slacked off sufficiently to baby his Lister into fourth spot.

Wester's small Porsche won the right to compete with the big modifieds by taking an immediate lead in the small modified race. He was never headed during the 60-minute contest, which was also slowed by

intermittent rains. Leon Robertson of Sacramento, also in a Porsche RS, was second.

A Huffaker-built and designed 948cc Formula Junior carried Jack Dalton to victory in a 45-minute formula race. Joe Rolletto, San Carlos garage owner, was second in a Taraschi Ram after dicing with Dalton for the lead.

Sandy Greenblatt's Corvette got the edge on one owned by Ray Altman during the qualifying race Saturday and the big-bore production contest today. Both were hard-fought battles where the lead changed frequently. Altman's machine turned in the top recorded speed through the traps Sunday at 120.3mph. The clocks were at the end of a 3000-foot straightaway.

Formula III driver Bob Wenz of San Jose provided thrills for 500cc enthusiasts when he set the pace for 21 other cars in Saturday's race for novice drivers in modified cars and all classes of drivers in formula machinery. Wenz passed Bunny Ribbs' Lotus LeMans on the last lap of the 20-minute event.

The races were conducted by the San Francisco region of SCCA.

NOTICE

Because of the big Sebring race coverage in this issue, MOTORACING regrets to omit the widely-read LETTERS TO THE EDITOR. They will be resumed in the next issue.

FORM 1040

A picture of the Falcon recently appeared in a magazine with this caption: "The short-form Ford." — Ford Times.

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Calendar

- APRIL
- 8-9—Alamo—race, Carrera 'del Alamo'
 - 11—Honda—USAC races, Vaca Valley, Calif.
 - 10—Brussels Grand Prix.
 - 9-10—South Jersey regional race, Vineland.
 - 10—NW SCCA races, Shelton, Wash.
 - 16-18—Circuit of Marseille (Fr.)
 - 15-17—Washington, national race, Marlboro, Md.
 - 16-17—Central Florida, Venice race and drivers' school.
 - 17—Sowega, Concours d'Elegance.
 - 18—Pau Grand Prix (all categories).
 - 19—Goodwood race meeting.
 - 22-23—New England, regional race, Lime Rock, Conn.
 - 23-24—Arkansas regional race.
 - 23-24—SF SCCA - RDC races, Cotati Raceway, Cotati, Calif.
 - 24—British Columbia SCC Race, Westwood, B. C.
 - 25—Syracuse Grand Prix.

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Carstens Takes Shelton Race

BY DONALD G. CAMPBELL
Special to MOTORACING

SHELTON, Wash., March 13—In spite of threatening weather, exciting races marked the start of the 1960 Northwest SCCA season. Rain fell heavily throughout practice, but opportunity cleared in time for the races to be run on a dry track under a bright, but cold sun.

A corking race involved the combined forces of the over-and-under-1500-modified cars plus a small band of Formula Jr. cars. Don Jensen in his Victress-Pontiac led Tom Carstens in the Lister-Corvette, and Jerry Grant in the Kurtis-Chrysler for several laps, but developed mechanical difficulties, as did Grant.

From that point on, Carstens led all comers to an easy victory in a very well-run race. Other class winners were: C, Gene Veness, special; D, Hal Rudow, Ferrari; E, Tom Meehan, Maserati; F, Ralph Ormsbee, Lotus Mk. XV, and G, Ron Lee, Lotus Mk. XI. John McCornack placed first among the spunky Formula Juniors. Ormsbee was second overall, and Tad Davies, Porsche 550 RS, was third.

Carstens averaged 90.005mph for the 15 laps.

Perhaps the most exciting race of the day was the big-bore production event. Ray Rairdon, out for the first time in a Corvette, and

Dave Troffer in a 300SL staged a race-long duel, swapping the lead almost every lap. Rairdon put on extra steam the last two laps and crossed the finish line several seconds ahead of Dave Troffer. MB-300SL. Larry Eave, took third overall in a Corvette. Other winners: D. Dave Tatom, Austin Healey; E. Curt Berreman, Austin Healey.

Winner of the D & E production event was L. C. Thomas, AC Bristol. Ken Miller, AC, was next; then class E victor Bill Barnes, TR.

The formula Libre event saw Grant, who had by this time resolved fuel pump difficulties, win in his Kurtis-Chrysler. Ormsbee, Lotus Mk. XV, took second and Rairdon, Corvette, came in third.

In the under-1600 production cars plus H modified race, Ralph Livermore drove his Alfa Veloce to first overall, followed by John Antons, Porsche, and Ernie Miller, Veloce. Other class winners: Duane Williamson, MGA.F., Donivan McCune, Fiat Azarir, G. Mike Eyerly, Sprite, H; and Harry Eyerly, Crosley Special, H Mod. (4th overall).

In the under-1600 production and modified novice race Jack Scoville led a large pack of new drivers to first overall in his Porsche. Ed Purvis, 300SL, took first overall in the over-1600 novice event.

There were 135 entries.

Reventlow and Jill St. John Wed

SAN FRANCISCO, March 24—Race car builder and driver Lance Reventlow was married here today to starlet Jill St. John.



Riverside Int'l Raceway



The New General Offices of Riverside Intl. Raceway have been moved to 1617 No. El Centro, Hollywood 28. Phone HO 7-5126; 7-5127 . . . All business will be cleared through this office. —DEAN MEARS.

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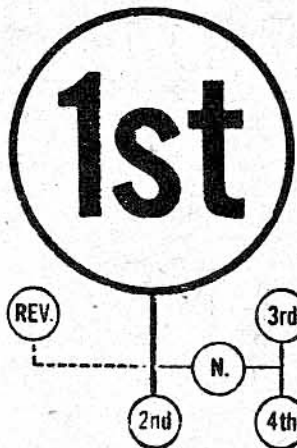
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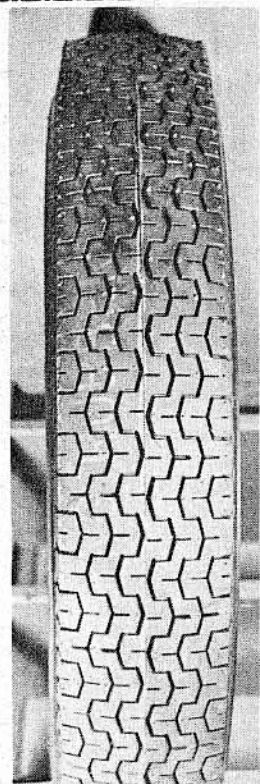
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• Vignettes

**GENDEBIEN WILL DRIVE
FERRARI AT LE MANS**

(Continued from Page 1)

fuel and tire people have gone on record opposing—and not supporting—the 1500cc and 1100-pound weight limits. Blasting the new formula as choking GP racing, they reiterated what is becoming more common daily:

"There is wide international support for the belief that recent decisions by the FIA's Commission Sportive Internationale have not been in the best interests of motor racing throughout the world."

This could be the beginning of the end for FIA!

—PAX—

It looks as though the long-standing AAA-USAC monopoly-payola deal is about to end at Indianapolis. In other words, USAC soon will open the gates to all automotive products.

USAC Pres. TOM BINFORD NOW finds "it is detrimental to racing for our members or promoters to enter into an exclusive-use contract with automotive suppliers in return for a sum of money."

Enjoying 100% monopoly in the inner circle have been Firestone tires, Mobiloil, Champion plugs and Perfect Circle piston rings. They have had what has amounted to an exclusive.

MOTORACING heartily endorses the new USAC move.

PAYOLA — THAT'S ALL

Here, and elsewhere, the gas company provides the public address system, loans its pylons and flags and takes an ad in the program in exchange for exclusive use of the gas at the races—and not gratis! The clubs pay for it; some years ago it was provided free. This is a rank form of payola, nothing less.

Indy's original purpose was freely testing "all automotive products" under high-performance conditions, so it's about time. Now the field is wide open for other products as against the present exclusive berry-patch and bed-of-roses deals.

En passant: BINFORD, who used the word "PAYOLA" in his state-

ment, is the president of D-A Lubricants (advt.)

—PAX—

ANOTHER EL FOLDO

SHORT BRIEFS — LA SCCA has been shopping for new ad agency & flackery... PETERSEN'S Sports-car Graphic has folded... STEVE DA COSTA has closed MOTOR TREND's NY editorial office... Cal. Club may sail for a July 4th race weekend... BILL DEVIN, the famous race car body builder, gets a rumble that Volvo has a 6 cyl. soc in its sports coupe—about 2 liters... AL MORRANAS reports Ferrari plans to skip the Targa Florio May 8, and 1000km at Nurburgring May 22, going only at LeMans June 25-26 in a world championship sports car race. HILL-ALLISON won the opener in Argentina... Sebring winner OLIVIER GENDEBIEN drives for Ferrari at LeMans, teaming with Belgian countryman PAUL FRERE. He goes for Porsche in the Targa Florio and Nurburgring... Purely personal: I cannot see L. Reventlow going in the rugged Monaco

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Pertinent Sebring Notes

BY HENRY N. MANNEY III
MOTORACING Staff Writer

SEBRING, Fla., March 26 — The Press facilities' were much better this time, what with the IBM folk giving number, car, make, class, displacement, lap number, elapsed time, index of performance, fastest lap number and time, and race average for each car. One only wishes that these time sheets could be handed out a little more promptly and that something could be said about the reasons for retirements to help reporter-photographers who can't be in the pits all the time.

The Victory Lane business at the end was a riot, with Don O'Reilly, the Sebring flack, stingily handing out passes for the inside to his favorites. When are these press agents going to realize that we aren't necessarily there by choice but have a job to do? Of course there were way, way too many "Press" badges milling about but whose fault is that?

The fatal accident at the hairpin was unfortunate in several ways. First off, the escape road is not really an escape road at all but the continuation of the street that one turns right on to follow the course. As the right-hand corner is almost a hairpin, that means that a car must turn something

a bit coarser than a 90-degree left turn (about 135 degrees by my figuring) to make it safely, as going straight on gets you in the boondocks and down a drop.

Now people that have to use escape roads are not usually at their calmest and, mechanically speaking, there may be something seriously amiss. Is a clear straight path (graunched out by a bulldozer, at least) going straight on from the incoming road too expensive to pay for somebody's life at this notorious corner? Then, secondly, who allowed the photographer, who was only working his second race for the Tampa Tribune, to set up his tripod in the "escape" road? Apparently he was looking in the camera and never saw the Elite.

Naturally, the loss of a human life is a serious business and two even more so, but the general consensus of several drivers who had to use that chute and made it (including Jay Chamberlain himself)

was that poor Jim Hughes, the Lotus driver, would be alive today if he hadn't tossed it sideways trying to avoid the unfortunate photographer.

Now as a race photographer, I have worked a lot of events and the question of where to allow us to go is a thorny one.

If the only photogs one saw were bona fide professionals it would be easier, but especially at Sebring one always has the grandmothers and schoolboys and things that must be handed Press passes to keep them happy I suppose.

Now we who work for the Motoring Press naturally are interested in the sport and such have some idea what line a racing car will take either in or out of control. Add to this our experience and our natural desire to keep living and one would think that we motoring photogs (who were all that were left about 4 p.m. of

(Continued on Page 4)

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Porsches Steal the Show...



REAR VIEW shows the winning Gendebien-Hermann Porsche RS-60 on the tailpipes of a similar machine, driven by

Graham Hill and Joakim Bonnier. The latter was a DNF on the 84th lap of 12-hour enduro at Sebring, Fla.

Winners By Classes

SEBRING, FLA., March 26 — Here are winners by classes in the 12-hour Sebring endurance race:

SPORTS CARS

CLASS 5—OSCA, Bentley-Gordon.
CLASS 6—Austin-Healey Sprite, Sprinzel-Lumkin.
CLASS 7—Lola Climax, Voele-Ashdown-Roth.
CLASS 9—Porsche, Gendebien-Hermann.
CLASS 12—Ferrari, Lovely-Nethercull.

GRAND TOURING CARS

CLASS 8—Alfa-Romeo, Van Beuren-Velasquez.
CLASS 9—Porsche, Sheppard-Dungan.
CLASS 10 — Arnolt-Bristol, Durbin-Goldman.
CLASS 12—Ferrari, Scarlatti-Serena.
CLASS 14—Corvette, Hall-Fritts.

CALLING MECHANICS

"40 of every 100 Russ Vehicles Standing Idle "Headline on story from Herald Tribune London Observer News Service.



GOING THROUGH the turns, it was the same as above, with the G. Hill-Bonnier RS-60 slightly ahead of the eventual winners. Gendebien and Hermann. Had the No.

43 Porsche lasted, there was a good chance for the new RS-60s to have finished of 1-2-3- in the championship sports car race.

Hall, Richards Win FJr., Small GT Sebring Races

SEBRING, Fla., March 25—As a curtain-raiser today and, incidentally, to get two sets of customers, promoter Alec Ulmann put on a Formula Jr. race, a four-hour go for the under-1000cc jobs which were barred from running in the enduro proper, and a classic car parade which turned out to be a very good contest indeed between Collier's old J4 (?) MG and an enormous twin six Packard.

Present for the FJ affair were a new Cooper Jr with English Ford OHV new Anglia mill installed. It looked as much like a regular Cooper as the FJ Lotus, to be driven by Jay Chamberlain, is like the new GP Lotus which, of course, you haven't seen (nor have I). This had a Ford too, but in a lesser stage of tune, as it turned out. There were also the usual collection of Stanguellini, Elva Deeks, and the lot, plus a Jocko, two Machans and the Isis which is an Italian effort by de Tomasso with a Fiat 1100 behind.

In the race, Walt Hansgen, in the Cooper, soon grabbed a fine lead, going like Jack the Bear down the straights, until a valve reached around and shut the spark plug gap on one pot, whereupon it began to run funny. This handed the lead to Ed Crawford's Stanguellini, Chamberlain having spun the steady Lotus when a brake grabbed. On the last lap when a tire deflated, Crawford lost the lead to Jim Hall, of Dallas, who

badged oafs to remember that when the police lose respect for the people, the people lose respect for the police.

In my travels down there and back by air in this modern day and age I lost something like seven hours on the ground as a result of hydraulic leaks in two separate and distinct TWA planes on the outward voyage. Not only that, on the way back we were turned back due to a storm and then next day lost an engine I-

won in the Elva DKW, with Chamberlain (Lotus) third, Chuck Dietrich (Elva DKW) fourth, Harris Carter (Stanguellini), Ed Hugus (Isis), Newton Davis and then Briggs Cunningham (Stang.), Jim Haynes (Jocko), and Alex Ratelle (Machan).

All except the last three were on the same lap after 30 tours, the race speed was 88.007 for the short course, and fastest lap was by the Cooper at 1m27.86 or 90.973mph by the Cooper. Verb sap.

Due to the perennial complaints by drivers of faster cars about small GT stuff cluttering up the course, it was decided to run a separate race for them today, and a very good move it was too.

Winner was Paul Richards, Poughkeepsie, N.Y., in a Bialbero Fiat Abarth. He averaged 73.910 mph., respectable speed, and the Fiat might have been stroking a bit as he had a lap on the next car.

The little GT contest was very interesting even if things did get strung out a little. The BMC people had prevailed upon Stirling Moss to drive one of their Sprites and, of course, he was first away in the Le Mans start but was gradually overhauled by first, Ray Cuomo and then Richards in Fiat Abarth doubleknockers. The former fell sick, but the latter never made a mistake and finished a lap ahead of Mossy, who went like the clappers but didn't have the poke down the chute.

At least, according to one of the BMC mechanics, Moss has found a car that will stand up under him. The Sprite was followed in by four DB coupes which have always impressed me as the comfortable way to go racing, another Abarth, and a very healthy new Anglia which showed signs of having been prepared and driven properly. Behind him there was a mixed grill of Abarths, Turners, Sprites, DBs and Saabs, one of which dropped a class second when it suddenly lost compression. —HENRY M. MANNEY III

don't-know-how-many-feet over Mineral Wells, Texas, in an American (Delta-owned) DC-7. The airlines have pinched a day belonging to me and I want it back, as I got to my destination half a day late in each case. I wonder if it is just bad luck or poor maintenance?

ANCIENT RUBBER

Rubber tires were first used as long as 5000 years ago on Egyptian chariots.

Porsches Giant-Killers in 12-Hour Sebring Enduro

(Continued from Page 1)

84.927mph.

The top mileage was some 20 miles short of the record of 1040 miles, set in 1958 by Phil Hill and the late Peter Collins in a Ferrari.

Evidently the Sunshine State had gotten over its dose of the liquid variety as race day was hotter than hell and just about as appealing in the sandy wastes of Sebring. After the usual slummary with the Sebring High School Band and many photographs of Miss Sebring Twelve Hours or some such business, all hands lined up for the Le Mans start with Briggs Cunningham's Corvette at the head of the line.

Lucrative Deal

Now as you may have heard, the Porsche and Ferrari factories pull-

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ed out because of the fact that Promoter Alec Ulmann has a deal on with Amoco to supply all the gas, and a pretty lucrative deal it must be. However, Ferrari is signed up with Shell and Porsche with another firm; these arrangements are practically the only way that a factory can afford to go racing these days. But there was a bit of hanky-panky as Porsche sold some factory cars to, strangely enough, factory drivers Gendebien, Bonnier and de Beaufort, plus American entrants Ernie Erickson and Brumos Porsche Car Co. of Jacksonville, to be driven by Holbert, Schechter and Fowler. Now the only Ferraris around that looked like team cars were the Chuck Daigh - Richie Ginther Testa Rossa and the Rodriguez brothers' two-liter Dino entered by North American Racing of New York, masterminded by Luigi Chinetti.

Manney Puzzled

It is unclear to me, though, whether they were actually factory cars or not in spite of having factory mechanics, as did Porsche under the supervision of Vasek Polak.

However, the organization making the most noise was Camoradi USA, which entered two birdcage Maseratis, two Corvettes, a Ferrari coupe, a Porsche Carrera, and Denise McCluggage's 750 Osca. Cunningham wound up the big guns by offering two Corvettes and the Ed Crawford - Walt Hansgen birdcage. But let's get on with it.

Stirling Moss of England was all fixed to pull his usual trick by snaffling the Le Mans start but practically everybody beat him to it by the simple expedient of leaving on the count of three. Consequently when the sound of battle died away it was America's most underrated driver, Pete Lovely, who led down the backstraight and past the pits with a horde of stove bolts bellowing behind.

However, Pete is no dummy and when Moss and Ginther came charging up from the back, making like five laps at Palm Springs, he let them go. As the gefuffle sorted itself out a little it was seen that Gendebien had gotten a bad start and was busy carving through the tiddlers, while Joakim Bonnier (with Briton Graham Hill in a Porsche) was engaged in a bitter battle for fifth with Crawford's Maser and doing nicely, thank you, possibly aided by the fact that person or persons unknown had put a big dent in the back of the red Italian car.

Erickson Out

Already there were retirements — Erickson's yellow RS-60 pulled in with no oil pressure right on the heels of Masten Gregory's spaghetti Maserati, which had blown a head gasket. Florida weather, or possibly Eastern tuning methods, was doing the Corvettes no good as they were bog-slow and were dropping further back all the time in spite of being driven reasonably well, it seemed. Perhaps the fuel didn't agree with them as I know several had trouble with dirt in the injectors.

As the race wore on Moss pulled out something around a lap lead over the Daigh-Ginther Ferrari which was being hurled about at a great rate, turning fastest lap on the 21st tour at 3m18.14s which works out 94.479mph., reasonable as with four hours gone the race average was still a gaudy 90.852-mph. the leading Porsche (Bonnier-Hill) doing 87.

The pace on this hot dry day was really telling and retirements were numerous, the most spectacular being John Fitch flipping Cunningham's Corvette after losing a rear wheel and Jim Hughes, Napa, Calif., member of Jay Chamberlain's three-car Lotus Elite team, coming into the hairpin with a bunch of traffic and having to avail himself of the escape road which unfortunately was occupied by George Thompson, Tampa, Tribune photographer, and tripod at



WINNER OF Grand Touring class 9 and 9th overall at Sebring was this Porsche No. 72 which was piloted by the tandem of Sheppard and Dungan.

SEBRING RACE NOTES

(Continued from Page 3)

a hot Saturday) would be allowed reasonable rights, as it were. Yet after an Austin-Healey struck a most unintelligently - placed set of marker tires in the esses and overturned, there was a big strafe and we were cleared out from getting in the Esses and near the leading corner at Webster. Yet the same people who did this chucking out although some of them were pleasant enough, sat on the outside of the Esses in a highly dangerous position and stood around in the escape road themselves at Webster.

I know it is hard to get all that help for free down there but wouldn't it be possible (1) to get knowledgeable marshals, flagmen and what is laughingly called police; (2) devise some method of identifying the bona fide working photographers and let them get on with the job. About the pit marshals, usually the subject of blasts, I have nothing but good to say as they had an impossible job coping with millions of be-badged dead-beats in the pits. I am pleased and happy that so many of them were polite.

After the race Chamberlain was leaving the course in his private car and intent on getting home to bed, passed some vehicles that were blocked up at the entrance gates on the right. He was immediately landed on by several of

the local town clowns in uniform who, now that the visitors were leaving with what money they had left from the rapacious prices of the concessions and the avaricious town of Sebring, were no longer prepared to be polite.

Now Jay had a hard day, losing two cars and one driver, and undoubtedly the skull-busting flatfeet had been out there a long time in their comic opera uniforms too and undoubtedly words were bandied about but is that any excuse for four armed police to try and drag him from the car, menacing him with billy clubs and a long flashlight (with which they dented the car, by the way)?

Finally he was "escorted" to the cop shop, where the book was thrown at him, having to do with speeding, etc. (the car was a heavily-loaded 600 Fiat) and only the timely intervention of a local personality got him off . . . leaving 35 bucks behind . . . instead of spending a night or longer in the jug.

Now there have been rumors from time to time about speed traps, percentage - taking traffic judges, highly-arbitrary police, chain gangs and suchlike pleasures from that region of the country and I hear it is because so many of the people are . . . well . . . sort of backward. It would be improving for some of those be-

SEBRING RACE CHART

12-HOUR SEBRING RACE RESULTS BY IBM

Pos.	Drivers	Car Make	Cl.	Eng. Disp.	Lap No.
1	Gendebien, Hermann	Porsche	9S	1587	196
2	Holbert, Schechter, Fowler	Porsche	9S	1498	187
3	Nethercutt, Lovely	Ferrari	12S	2996	186
4	Hugus, Pabst	Ferrari	12S	2996	185
5	Reed, Connell	Ferrari	12S	2953	185
6	Sturgis, Dory	Ferrari	12S	2996	183
7	Arents, Kimberly	Ferrari	12S	2996	183
8	Scarlatti, Serena*	Ferrari	12G	2953	180
9	Sheppard, Dungan	Porsche	9G	1498	177
10	Publicker, Mc-Carthy, Constantine	Ferrari	12S	2953	174
11	De-Beaufort, Bootz	Porsche	9G	1587	172
12	Bentley, Gordon**	OSCA	5S	746	170
13	Makins, Koehne	OSCA	9S	1491	169
14	Durbin, Goldman	AR-Bris	10G	1971	169
15	Geitner, Spencer	Aust.-H	12G	2912	167
16	C. Hall, Fritts	Cheve	14G	4639	167
17	Vogele, Ashdown, Roth	Lola	7S	1098	167
18	Van-Beuren, J. & A. Velasquez	Alfa-R	8G	1290	166
19	Horn, O'Brien	Alfa-R	8G	1290	166
20	Halsey, Washburn	AC-Bris	10G	1971	166
21	Grossman, Rothschild, Ackerly	AC-Bris	10G	1971	166
22	Seaverns, Johnston, Bradley	Ar-Bris	10G	1971	164
23	Fulp, D. Cunningham	OSCA	5S	749	162
24	Hayes, Leavens	MGA-TC	9G	1588	160
25	Chamberlain, Evans	Lotus	8G	1220	158
26	Jeffords, Wuesthoff	Cheve	14G	4639	157
27	Argetsinger, Milliken	Alfa-R	8G	1290	156
28	O-Sullivan, Stevens, Procter	AC-Bris	10G	1971	151
29	Parkinson, Flaherty	MGA-TC	9G	1588	148
30	Durant, Richardson, Comito	Alfa-R	8G	1290	143
31	Kessinger, Gardner	Alfa-R	8G	1290	143
32	Gamble	Cheve	14G	4639	143
33	Sears, Riley	Aust.-H	12G	2912	141
34	Tower, Black	Daimler	12S	2549	137
35	Johnson, Morgan, Helms	Cheve	14G	4639	134
36	Patterson, Masterson, Babcock	Elva	9S	1588	131
37	Costley, Harrison, Haas	Elva	7S	1098	131
38	P. Richards, Cuomo, Callanan	R-Fiat	5S	747	115
39	Payne, Gary	Ar-Bris	10G	1971	99
40	Kolb, Wallace, Horton	Elva	9S	1588	92
41	Sprinkel, Lumkin	Sprite	6S	948	62

*—Grand Touring Winner: **—Index of performance winners. Winning average—84.927mph. New fastest lap—Ginther-Daigh, Ferrari 3m18.14S—94.479mph (Ginther).

SEBRING NON-FINISHERS

Pos.	Drivers	Car Make	Cl.	Eng. Disp.	Lap No.
B.	Cunningham, Fitch	Cheve	14G	4639	27
Thompson, Windridge, Paul Forno	Cheve	14G	4639	41	
Daigh, Ginther	Ferrari	12S	2996	123	
Abate, Balzarini	Ferrari	12G	2953	28	
Spross, Colgate	Aust.-H	12G	2912	54	
Shelby, Gregory	Maserat	12S	2890	3	
Moss, Gurney	Maserat	12S	2890	136	
Causey, Stear	Maserat	12S	2890	169	
Hansgen, Crawford	Maserat	12S	2890	149	
Sharp, Hall	CPR-MAS	10S	1998	26	
P. Rodriguez, R. Rodriguez	Ferrari	10S	1996	126	
J. Forno, Williamson, Allen	Morgan	10G	1991	60	
Schroeder, Mazzi, Kopenhaver	MGA-TC	9G	1588	3	
Lund, Escott	AC-Bris	10G	1971	61	
Cuevas, Norinder, Ringling	Porsche	9G	1587	33	
G. Hill, Bonnier	Porsche	9S	1587	84	
A. Von-Dory, Mieres, P. Von-Dory	Porsche	9S	1587	133	
Kaplan, Rainville	Alfa-B	8G	1290	16	
Swanson, Wolton, Troiano	Alfa-R	8G	1290	70	
Weiss	Lotus	8G	1220	5	
Bolt, Phil Forno	Lotus	8G	1220	57	
Mc-Cluggage, Windridge	OSCA	5S	749	34	
Lukins, Haines	Bandini	5S	747	27	

that moment. In attempting to avoid this fellow, Hughes got sideways and rolled off down the bank, crumbling up the car pretty thoroughly and killing the photographer and himself.

Blow Big Hole

Pit stops had not scrambled up the positions appreciably but the first big break for the big cars came when Graham Hill in Bonnier's Porsche blew a big hole in the side trying to stay ahead of Gendebien, but as there were two more right behind the Lovely - Nethercutt Ferrari, it really wasn't much relief for third man Crawford in spite of being two laps ahead of the nearest heckmotor.

Down in the pack, though, much of interest was going on. The strong BMC team of three Austin Healeys, two twincam MGs and a hot Sprite were having their troubles in spite of being under the direct supervision of comps manager Marcus Chambers; the Sprite had blown a head gasket, dropped a valve and broken a rocker - both MGs were in trouble with fracturing brake lines, and the two remaining Healeys (one had gotten on its knob) suffered with gearbox maladies.

As if Chamberlain didn't have enough worries, Frank Bolt then rolled the class-leading Elite on turn one and then a starter shaft broke on HIS Elite. Strangely enough, among all this modern machinery, the somewhat antiquated Bristol engine was going strong, teams of AC - and Arnolt Bristols being well up.

The horrible heat of the day in this road company hades began to moderate a little bit towards evening but the dry roads and elevated temperatures, plus the sprinting that had gone on, began to take their toll.

Ferrari Retires

First off, the Daigh - Ginther Ferrari began to ooze oil from every pore that wasn't oozing water and finally retired (Pedro and Ricardo Rodriguez had long since been gone with a broken clutch), leaving the Ferrari fortunes to Nethercutt and Lovely, plus a

flock of coupes.

Scarlatti was leading the GT category at this time with his California, followed two laps later by the Sheppard - Dungan Porsche Carrera and then Jeffords' Corvette.

On index, the Gendebien-Hermann Porsche was naturally leading, but the ultimate winner, the Bentley-Gordon Osca, was lagging behind the Moss-Gurney Maserati, which was enjoying a comfortable six-lap lead.

Suddenly everything happened at once. The Maserati of Hansgen-Crawford got itself stuck on a sandbank, Moss and Gurney's Camoradi Maser, after a long pit stop fiddling with the engine and changing the brake pads, suddenly gave up with graunching noises in the rear end, and Lovely, wet towel clenched between his teeth, found himself with a split tank and stuck in the pits. The Porsches roared into the lead when Moss blew after enjoying that big lead after about eight hours of racing.

Night fell and there was the usual panic about lights that had been brushed off or just didn't work.

Lovely Flies

Lovely got going again and rushed along, picking up places, with Ferrari owner Nethercutt taking a spell now and again, while the red North American Maser got itself off the sand and promptly dropped its differential.

The remaining Chamberlain - Evans Elite made another long pit stop to cure a stutter, dropping way behind Mexico's Fred Van Beuren-Adolfo Velasquez (Alfa), and Bat Masterson - Patterson (Elva), having made 37 consecutive stops looking for a bad miss, rigged up an outside fuel line and carried on.

And as always, at the last minute, there was heartbreak when David Causey - L. W. Stears' private birdcage, running in seventh, succumbed to transmission bothers just past the finish line. Luckier was J. Sprinkel, touring the Sprite on two cylinders and the second-place Porsche, which sprung a bad oil leak in the rockerbox, but

And Another Porsche 2d...



NO. 44, another new Porsche RS-60 (but of smaller displacement than the winner, 1498cc), finished 2nd overall at Sebring. Also 2nd in class 9 for sports cars, it was driven by Bob Holbert, Roy Schechter and Howard Fowler.

Von Dory Killed at Riverside

(Continued from Page 1)
more, Reseda, Calif., Porsche RS; 10. Rick Lewis, Riverside, Chevy Spl.

KILLED INSTANTLY

Von Dory was killed instantly when he missed turn 4 through the esses three laps before the finish. His new Porsche RS-60 hit a ditch and flipped three times. He was thrown 50 feet in the air, and died of a broken back, skull fracture, crushed chest and other injuries.

Shelby led from the 40th lap. Leaders at various times were Bill Krause, Corvette-D-Jaguar; Bob Drake, 2.8 Maserati; Dan Gurney, Old Yeller Buick V8 Balchowsky Spl.

Both Brabham and Rodger Ward, Indy and USAC champion, Corvette-Kurtis, were plagued with mechanical woes.

The 10-lap consolation was won by Jack Nethercutt in the Ferrari Lovely drove to third place in the feature, and Jim Hall, Dallas, won the 8-lap Fjr. race. Yesterday, amateur wins were posted by Morgensen, Ferrari; Vinie Mayell, Corvette; Frank Monise, Lotus XI; Joan Galloway, Lotus Climax; Dan Parkinson, Austin-Healey; Ed Barker, Porsche Spdtr; Jack Rebney, Alfa; J. P. Kunstle, Stanguellini Fjr.

Sports Car Clubs Aid Children

Los Angeles sports car clubs are donating 1500 hard-boiled colored Easter eggs to be hidden in Buena Vista Park, Burbank, Saturday, April 16, when the clubs stage Rally de Bunny Hop for more than 300 underprivileged children.

Jim Alexander, chairman, announced that children will be picked up at the various Welfare Homes throughout the area at 9 a.m. by sports car club members and proceed to the park for an Easter egg hunt, picnic lunch and stage show featuring radio, TV and movie personalities.

Sports car owners wishing to participate in this event, please call Alexander at Victoria 9-6085 or Geri Fleming at POPular 1-3494.

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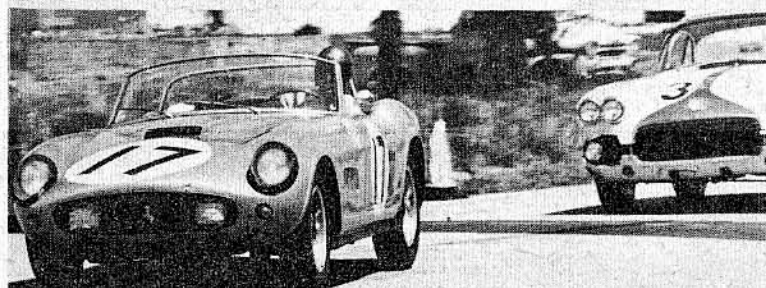
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had it cured by magician Polak.

And so it ran out, with Porsche the winner, snookering Ferrari out of some Championship points in spite of the third-place car's gallant effort.

Forty-one cars finished the enduro - and 23 did not. There were about 15,000 people on hand.

Well, we shall see what happens at Le Mans.



THIRD OVERALL at Sebring was (top) a 3-liter Ferrari, driven by one of the best pilots in America, Pete Lovely, of Seattle, and Jack Nethercutt of Los Angeles, owner of the car. Fourth was also a Ferrari (center), raced by Ed Hugus and Augie Pabst, while 5th was still another Ferrari No. 17, (bottom), handled by George Reed-Alan Connell.

All MOTORACING photos by Henry N. Manney III.

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

GP for his car's debut; Daigh yes...

HAVE A LAUGH

It says here MOSS is NOT hard on cars. That, dearhearts, is the No. 1 laugh of 1960... ELEANOR VON NEUMANN is now tending the Ferrari store here. She and dtr. JOSIE will leave for Europe and the Monaco GP... After the April 2-3 Riverside races, the resignation of LUJIE LESOVSKY as USAC Western zone supervisor became effective... An Austin-Healey practically disintegrated when it flipped at Sebring, but driver FRED SPROSS escaped injury. JOHN FITCH was lucky, too. When I spotted RICARDO RODRIGUEZ for the first time in April, when his Corvette flipped... 1957, (he was 15), occupying a room at the same inn I was quartered in Valle de Bravo, Mexico, was a colorful young driver nicknamed "EL BIGOTE" and "BIGOTON" because of his generous stash. His name was JORGE SANCHEZ BOCANEGRA. He was a colorful dynamo - and a good driver. I learned he was a perennial Mexican favorite. He won the second race that day at Avandaro (for modified tourings over-1600cc) in a '39 Ford. He averaged 60mph and he knocked off Cadillacs, Packards and other much bigger jobs. Next to peachfuzzier Ricardo, Jorge got my eyeball.

DRIVER SHOT

Hoodlums poured out of toe car and belted him. One brigand drew a pistol and shot Jorge, who staggered to his car, opened the glove compartment and drew his own heater, plugging the assassin. But colorful, happy-go-lucky JORGE SANCHEZ BOCANEGRA had been mortally wounded: he died on the way to the hospital.

—PAX—

When is that Mexican pro car race coming off? Quien sabe?... They need trophies for that worthy Buddy rally May 1 for benefit of disabled vets. Donors please contact RENO LAWRENCE, EX 4-6248... Another worthy cause is Rally de Bunny Hop April 16. To aid, call JIM ALEXANDER, VI 9-6085, or GERI FLEMING, PO 1-3494... If you're going to LeMans, better get your reservations immediately to DUSTY MAHON at Westwood Travel. He's also planning a Fall U-Drive rally through Japan - first time ever attempted... a visit to Hong Kong and Grand Prix of Macao (November)...

RALLY RESULTS, CALENDAR

TEXAS REGION SCCA-DALLAS SPORTS CAR CLUB CHISHOLM TRAIL NATIONAL RALLY I
March 26-27, 1960

Pos	Driver	Navigator	Car	Hometown	Error
1	Joyce Abbott	Jim Abbott	Volvo	Fort Worth	283
2	Helen Aubuchon	Len Aubuchon	Zephyr	Dallas	527
3	Donald Davenport	Glenn Jackson	MGA	Houston	654
4	John B. Chandler	Ellie Chandler	MGA	Austin	690
5	Matt Ricard	Jeanne Ricard	Porsche	Houston	733
6	Fred Neumann	Rod Gillette	MGA	Beaumont	972
7	Stan Richards	Betty Richards	Corvair	Dallas	920
8	John Ross	Lynn Ranney	Porsche	Kansas City, Mo. 987 Prairie Village, Kan.	
9	Greg Flood	Gil Harris	Jaguar	Dallas	1071
10	Wanda Mann	Fred Mann	VW	Richardson	1180
11	Bob Alderdice	Petsy Alderdice	Porsche	Dallas	1264
12	Jeanie Ruedy	Louise Maystrik	T-Bird	Oklahoma City	1477
13	Arthur Doyle	Louis Danley	MGA	Baton Rouge	1535
14	Dorothy Curran	Dr. Morven Curran	Alfa Romeo	Lee's Summit, Mo. 1657	
15	Russell K. Brown	Bernard Herstein	Corvette	Houston	1731
16	Joe R. Coke	William Dixon	MGA	Dallas	1740
17	Ken Johnston	Alan Spindler	MGA	Dallas	1865
18	Lynn Poche	James Fix	Triumph	Dallas	1971
19	Everett Thompson	Bill Heaton	Triumph	Dallas	2474
20	T. Rutler	W. R. Kealy	Porsche	Beaumont	2439

PACIFIC SCC RALLYE DE WHEEL BOUNCE VII MARCH 20 BILL JOHNSON R. M. 109 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Jerry Aaron	Dick Anderson	SWSCC	Porsche	125
2.	Doug Linder	Jack Carlson	NRSCC	Porsche	149
3.	Duane Sparks	Jerrie Sparks	C.A.R.	Facel Vega	155
4.	Bill Chester	Elizabeth Chester	R M	Alfa	156
5.	Bill Eichelkraut	Bert Johnston	NRSCC	190 SL	1:04
6.	Dick Pieper	John Leetmaa	HEASCC	A H	1:05
7.	Les Weisbrich	Doug Sawin	C.A.R.	Porsche	1:33
8.	Virginia Thomas	Bill Thomas	Clock-Dial	Porsche	1:37
9.	Bob Cook	John Ryan	Tri-Angles	Porsche	1:55
10.	Cal Hudspeth	Bob Cole	Rallynauts	Alfa	2:03
11.	Chuck Meredith	Patt Meredith	R M	Peerless	2:10
12.	Jerry O'Brien	Don Simpson	R M	Porsche	2:11
13.	Dick Coulter	Ron Going	C.A.R.	TR-3	2:12
14.	Earl Woodard	Jan Woodard	R M	Corvette	2:32
15.	Bob Piercy	Al Nesbitt	C.A.R.	Alfa	2:59
16.	Gordon Madison	Don Black	NRSCC	Citroen	3:14
17.	Don Blunt	Bob Piety	Rallynauts	Hawk	3:19
18.	R. Butcher	Phil Cough	-	Austin	3:25
19.	Eugene Hughes	Roy Blay	LSCC	Jag XK150	4:04
20.	Don Royer	Howard Frank	LSCC	300 SL	4:14
21.	Fred Behringer	Jim Coyle	Tri-Angles	Porsche	4:30
22.	Bill Rector	George Blondin	Astro	A-H Sprite	4:35
23.	Mel DeLoof	Janita DeLoof	SWSCC	Jaguar	4:36
24.	Virg Herman	Gunny Herman	NRSCC	A-H	4:44
25.	Rod Stoik	Carol Stoik	GFCCA	Elva	5:04

HARBOR SCC REUNION LAS VEGAS IV MARCH 25-27 BILL LAYTON R.M. 57 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Bill Chester	Elizabeth Chester	R M	Alfa	1.00
2.	Jim Weishuhn	Helen Weishuhn	NASCC	Porsche	1.25
3.	Bob Piercy	Al Nesbitt	C.A.R.	Alfa	1.86
4.	Doug Worthy	Pennie Worthy	C.A.R.	Alfa	3.85
5.	Gene Randolph	Tony La Rosa	DSCC	Corvair	3.93
NON-NAVIGATIONAL CLASS (37 CARS)					
1.	Bob Cole	Marie Cole	R M	MG TD	6.81
2.	Jerry Leap	Elizabeth Leap	-	T-Bird	13.85
3.	Sammy Garcia	Carol Garcia	-	Fiat	13.96
4.	Don Watts	Helen Watts	-	Hillman	15.51
5.	John Hablick	Joan VanHuss	DSCC	Corvette	24.11

RALLIES

APRIL

- 7-9 - GENEVA RALLY. European championship event.
- 7-10 - SCCA JERSEY 500. National championship event.
- 10 - ATLAS RALLY II. Astro SCC, an SCCSCC open navigational rally. Convair Astro parking lot HWY 395 San Diego. 7 A.M. \$5 Bill Rector R.M. AT 4-6375.
- 16 - SOUTHWEST SCC RALLYE DE CHANCE-A-LOT 6 hr. nav. Roberts Sepulveda & pico 8 A.M. \$2 Dick Butler R.M. OS 6-7836
- 23-24 - CASCADE SCC ICNSCC Championship event in Portland, Ore.
- 23-24 - SCCA GREAT CANYON III, National championship event. Tucson, Ariz.
- 24 - SANTA MONICA FOCA RALLY D'ORO VI SCCSCC Championship rally for April. Also non-nav. class. 325 miles 9 1/2 hrs. 6 A.M. Eastland Bowling Alley Covina. \$6 Bob Piercy & Al Nesbitt R. M. For info call Ruth Piercy AX 1-9373
- 30-May1 SCC PRESS ON REGARDLESS National championship event (Detroit)

MAY

- 1 - TWIN VALLEY SCC RADIO RALLY 1960. Open event on NCSCC calendar
- 1 - ISCARA BUDDY RALLY. Charity event for Sattelle patients. Poker & fun rally.
- 2-7 - TULIP RALLY. European championship event.
- 7-8 - SAN FRANCISCO SCC ALPINE RALLY. A NCSCC championship event for Calif. state points
- 8 - LOCKHEED SCC 2.4 RALLY. An SCCSCC open event

Rally Sparks

By DUANE SPARKS

RALLYE DE WHEEL BOUNCE VII, Pacific SCC's championship effort for 1960, turned out to be a well-attended rather simple navigational event with most of the emphasis on survival of the fittest equipment. Including two long DIRTY dirt stretches, one of which was a boulder-dodging obstacle course, the route wound among the hills north and east of Santa Barbara through some fine scenery free of Sunday traffic.

Won by the intrepid Southwest SCC sharpies JERRY AARONS and DICK ANDERSON with an error of .25, the rally met the quality test by stretching contestants' errors very evenly all the way up to about 1 hour. Results together with SCCSCC championship and California state championship standings are charted on this page.

DALLAS—JOYCE and JIM ABBOTT of Fort Worth, Tex., found the going easy when most of the field was having a rough time and thus took first in the CHISHOLM TRAIL NATIONAL RALLY completed in Dallas Sunday, Mar. 27. Thanks to MURRAY FORSVALL of the Dallas Times Herald for a terrific publicity effort. He is publicity chairman for the SCCA Texas region.

The ABBOTTS were given 67 penalty points during the second day of the two-day drive throughout Texas to climb from their seventh place standing after the initial day to the top spot. The Fort Worth couple had a total of 283 penalty points over 26 check points during the 20-hour, 750-mile tour.

The second day proved rough on the first-day leaders as only two of the top 10 cars after the Saturday competition finished among the leading 10 contenders in overall tabulations.

Second place went to LEN and HELEN AUBUCHON of Dallas with DONALD DAVENPORT and GLENN JACKSON of Houston third and JOHN B. and ELLA CHANDLER of Austin fourth.

MATT and JEANNE RICARD of Houston were fifth with 783 points against them, but they were the first-place finishers as far as national SCCA points are concerned. None of the top four placers had declared for championship points.

RALLY NOTES—Sixty cars started, including entrants from Louisiana, Oklahoma, Iowa, Missouri, Kansas, Florida and New Mexico as well as Texas. The rally was split into two parts. The first day's run had 15 check points over an 11-hour drive and the second day there were 11 check points over nine hours. The rally ended in Austin the first day and came back to Dallas for the finish. Rally went about 750 miles, all of which was in Texas.

Here are some other awards given: Team—Stan and Betty Richards, Gary and Bob Norris, Greg Flood and Gil Harris, all of Dallas.

Long Distance—Ann White and Harriett Strum, St. Petersburg, Fla. Women—Jeanie Ruedy and Louise Maystrik, Oklahoma City. Novice—Ren Johnson and Alan Spindler, Dallas.

The first team that declared for national points was the fifth-place finisher. None of the top four ran for national championship points. Second for national points was the eighth place team. Only the driver of the 13th place car declared. The next full team to declare was the 14th place team.

GOOD REASONS

"He never goes out and gets drunk for the right reasons." — Overheard at the Grand Prix.

Championship Rally Standings

SCCSCC 1960 CHAMPIONSHIP RALLY STANDINGS

POSITION	NAME	CLUB	MARK II	WHEEL BOUNCE	TOTAL
DRIVERS					
1.	Bill Eichelkraut	NRSCC	21	21	42
2.	Doug Linder	NRSCC	15	24	39
3.	Jerry Aarons	SWSCC	12	25	37
4.	Jerry O'Brien	R M	20	14	34
5.	Robert Cook	Tri-Angles	14	17	31
6.	Bill Rector	Astro	25	4	29
7.	Gordon Madison	NRSCC	19	10	29
8.	Cal Hudspeth	Rallynauts	13	16	29
9.	Don Royer	LSCC	22	6	28
10.	Les Weisbrich	C.A.R.	7	19	26
11.	Dick Kermode	C.A.R.	24	0	24
12.	Jack Sparks	PSCC	23	*	23
13.	Dick Pieper	HEASCC	3	20	23
14.	Duane Sparks	C.A.R.	+	23	23
15.	Bill Chester	R M	*	22	22
16.	Fred Behringer	Tri-Angles	16	5	21
17.	Bill Johnson	Tri-Angles	18	*	18
18.	Virginia Thomas	Clock & Dial	*	18	18
19.	Wanda Taylor	C.A.R.	17	0	17
20.	Chuck Meredith	R M	*	15	15
21.	Don Blunt	Rallynauts	5	9	14
22.	Dick Coulter	C.A.R.	0	13	13
23.	Earl Woodard	R M	*	12	12
24.	Bob Stoer	LSCC	11	0	11
25.	Bob Piercy	C.A.R.	0	11	11

NAVIGATORS

1.	Bert Johnston	NRSCC	21	21	42
2.	Jack Carlson	NRSCC	15	24	39
3.	Dick Anderson	SWSCC	12	25	37
4.	Don Simpson	R M	20	14	34
5.	George Blondin	Astro	25	4	29
6.	Don Black	NRSCC	19	10	29
7.	Bob Cole	Rallynauts	13	16	29
8.	Howard Frank	LSCC	22	6	28
9.	John Ryan	Tri-Angles	10	17	27
10.	Doug Sawin	C.A.R.	7	19	26
11.	Larry Harris	C.A.R.	24	0	24
12.	Ted Sparks	C.A.R.	23	0	23
13.	Jerrie Sparks	C.A.R.	*	23	23
14.	Elizabeth Chester	R M	*	22	22
15.	Jim Coyle	Tri-Angles	16	5	21
16.	John Leetmaa	HEASCC	*	20	20
17.	Gene Kiggins	Tri-Angles	18	*	18
18.	Bill Thomas	Clock & Dial	*	18	18
19.	Chas. Kenyon	C.A.R.	17	0	17
20.	Patt Meredith	R M	*	15	15
21.	David Davis	Tri-Angles	14	*	14
22.	Bob Piety	Rallynauts	5	9	14
23.	Ron Going	C.A.R.	0	13	13
24.	Jan Woodard	R M	*	12	12
25.	Gladys Stoer	LSCC	11	0	11

* Did not compete.

1960 CALIFORNIA STATE CHAMPIONSHIP RALLY STANDINGS

POSITION	NAME	CLUB	MARK II	WHEEL BOUNCE	TOTAL
DRIVERS					
1.	Robert Cook	Tri-Angles	14	17	31
2.	Cal Hudspeth	Rallynauts	13	16	29
3.	Don Royer	Lockheed	22	6	28
4.	Les Weisbrich	C.A.R.	7	19	26
5.	Bill Rector	Astro	25	*	25
6.	Jerry Aarons	Southwest	*	25	25
7.	Dick Kermode	C.A.R.	24	0	24
8.	Jack Sparks	Pacific	23	*	23
9.	Duane Sparks	C.A.R.	*	23	23
10.	Bill Chester	Rallymasters	*	22	22
11.	Fred Behringer	Tri-Angles	16	5	21
12.	Bill Johnson	Tri-Angles	18	*	18
13.	Doug Linder	Northrop	15	*	15
14.	Chuck Meredith	Rallymasters	*	15	15
15.	Dick Coulter	C.A.R.	0	13	13
16.	Bob Piercy	C.A.R.	0	11	11
17.	Bernice Branson	C.A.R.	8	0	8
18.	Wayne Brown	Pacific	6	*	6
19.	Julie Dearth	C.A.R.	4	0	4
20.	Harold Schell	Twin Valley	2	*	2

NAVIGATORS

1.	Bob Cole	Rallynauts	13	16	29
2.	Howard Frank	Lockheed	22	6	28
3.	John Ryan	Tri-Angles	10	17	27
4.	Doug Sawin	C.A.R.	7	19	26
5.	George Blondin	Astro	25	*	25
6.	Dick Anderson	Southwest	*	25	25
7.	Larry Harris	C.A.R.	24	0	24
8.	Ted Sparks	C.A.R.	23	*	23
9.	Jerrie Sparks	C.A.R.	*	23	23
10.	Elizabeth Chester	Rallymasters	*	22	22
11.	Jim Coyle	Tri-Angles	16	5	21
12.	Gene Kiggins	Tri-Angles	18	*	18
13.	Jack Carlson	Northrop	15	*	15
14.	Patt Meredith	Rallymasters	*	15	15
15.	David Davis	Tri-Angles	14	*	14
16.	Al Nesbitt	C.A.R.	0	11	11
17.	Lloyd Johnson	Tri-Angles	10	*	10
18.	Scott Branson	C.A.R.	8	0	8
19.	Al Rosenheck	Pacific	6	*	6
20.	Betty Hill	C.A.R.	4	0	4
21.	Barbara Schell	Twin Valley	2	*	2

* Did not compete for state championship points.

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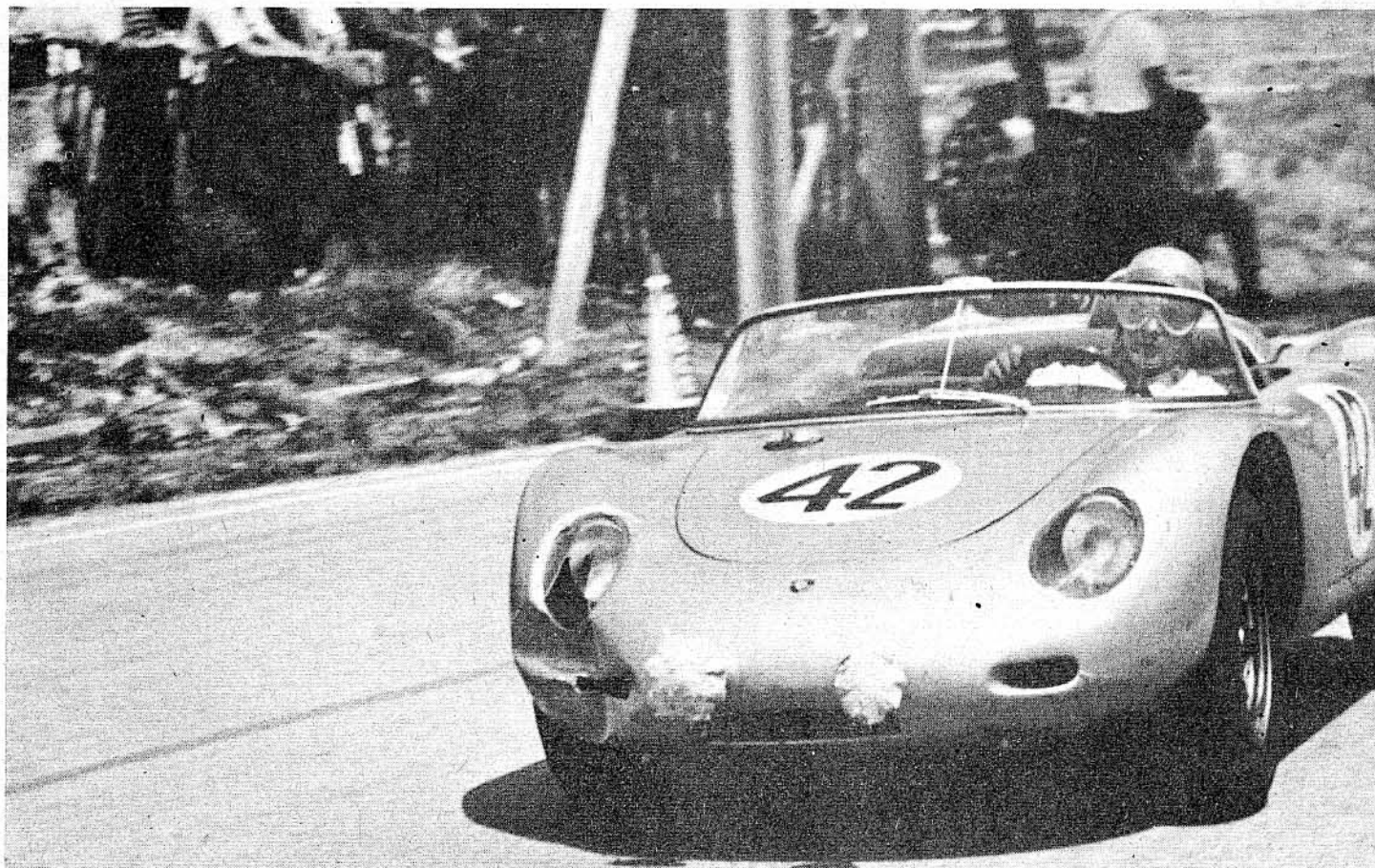
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